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BIRTH.

On the 10th September, at Hankow, the wife
of E. F. PYM, I.M.C., of a son.

MARRIAGES.

On the 24th September, at the Kakich Chapel,
Swatow, by the Rev. P. J. Walsingham, M.A.,
FLORENCE ANNIE CARR, widow of the late M.A.
CARR, of AINOY, to ERNEST HENRY DE STE. CHROIX,
son of the late C. W. DE STE. CHROIX, I.M.C. (2575)
On the 17th September, at Holy Trinity Catho-
dral, Shanghai, by the Rev. F. Symonds, B.A.,
FREDERICK LOCKWOOD JONES, son of C. J. JONES,
Liverpool, to MARGARET E. CHAMBERLAIN, third
daughter of C. R. CHAMBERLAIN, Riddings, Dor-
setshire, England.

The Daily Press.

HONGKONG OFFICE: 14, DES VOURS ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th September, 1902.

We have already learnt, through the medium
of telegrams, that an article by Captain
MAHAN, the best known naval writer in the
United States, in the September number of
the *National Review*, dealing with the
Persian Gulf, has evoked wide interest.
Captain MAHAN's opinions must always be
listened to with respect, and in the British
Empire in particular, to which he has
always shown himself a friend, with sym-
pathy. That the question of the Persian
Gulf must concern Britons out here too
as well as at home is shown by Captain
MAHAN's words, when he points out that
among the interests involved in the mystery
of the Persian Gulf is the safety of the
great sea-route, commercial and military,
to India and the Far East. We will not
apologise, therefore for quoting certain
parts of the *National Review* article, though
we cannot of course attempt to do justice
to it in the small space at our disposal.
The American writer begins by stating that
"in the general economy of the world,
"irrespective of political features, present
"or possible, the Persian Gulf is one
"terminus of a prospective inter-oceanic
"railroad. The track of this, as deter-
"mined by topographical considerations,
"will take in great part a course over
"which, at one period and another of
"history, commerce between the East and

"West has travelled. Though itself arti-
"ficial it will follow a road so far con-
"firming to the nature of things that it has earned
"in the past the name of the Highway of
"Nations. The railroad will be one link,
"as the Persian Gulf is another, in a chain
"of communications between East and
"West, alternative to the all-water route
"by the Suez Canal and the Red Sea."

The particular bearing of the Persian
Gulf upon world politics, Captain MAHAN
goes on later to say.

"is closely analogous to that of
"Port Arthur, which has preceded it so
"shortly as not yet to be fairly out
"of sight, as a matter of international
"heartburnings. Upon the control of it
"will rest the functioning of the prospective
"railroad itself, regarded either as a
"through line of communication, or as a
"maintainer of local industries, by the
"access it affords them to wider markets.
"Not itself alone, but the commercial
"interests that depend upon it, those of
"the country through which it runs and of
"which it immediately minister, and those
"of many other regions, as producers or
"consumers, are involved in the political
"and military status of the Persian Gulf."

Its importance established, the question
of the mastery over the Persian Gulf arises.
Neither Turkey nor Persia, who geographi-
cally have the best claims, has the ability
to govern the country on the Gulf. There-
fore,

"in such circumstances, and when occa-
"sion arises, the responsibility naturally
"devolves, as for other derelicts of fortune,
"upon the next of kin, the nearest in place
"or interest. From the fact of
"propinquity, of geographical nearness, or
"of direct political interest, it is easy to
"see that Great Britain and Russia are the
"two States which, from existing circum-
"stances, are most immediately and deeply
"concerned; nor, when the several circum-
"stances are closely analysed and duly
"weighed, does there, to my mind, seem
"room to doubt that to the former falls
"first to say whether she will discharge the
"duty or let it go to another."

The conditions which necessitate Great
Britain's pre-eminence in the Gulf, her
friendly critic says, are substantially three.
"First, her security in India, which would
"be materially affected by an adverse
"change in political control of the Gulf;
"secondly, the safety of the great sea route,
"commercial and military, to India and
"the Farther East, on which British
"shipping is still actually the chief
"traveller, though with a notable com-
"parative diminution that demands national
"attention; and, thirdly, the economic and
"commercial welfare of India, which can
"not politically only through the Empire,
"a dependence which greatly enhances
"obligation."

We need not follow the writer in his dis-
cussion as to the effects of the establish-
ment of foreign control on the Persian
Gulf. The analogy of Port Arthur alone
is sufficient to suggest them to our readers.
Captain MAHAN's conclusion must be
granted without demur and it is:—

"Concession in the Persian Gulf, whether
"by formal arrangement or by neglect of
"the local commercial interests which now
"underlie political and military control,
"will imperil Great Britain's naval situation
"in the Farther East, her political position
"in India, her commercial interests in both,
"and the Imperial tie between herself and
"Australasia."

Into the question of the interests in
the Gulf of Germany, the only nation
beside Britain and Russia which can
claim to be considered in that part of the
world, we do not propose here to go. We
will conclude by quoting one more passage
from Captain MAHAN's article, which is
really a noteworthy contribution to the dis-
cussion of a very important question.
There is, he says, no enduring antagonism
concerning the Gulf between any nations
but Great Britain and Russia.

"It is not to the interests of any third State
"to interfere between these two, or to disturb
"—much less to destroy—the local balance
"of power which now exists between them
"and which probably be maintained. As
"regards its particular interests, the hands
"of any third State will be not more, but
"less, free should that balance yield to the
"decisive pre-eminence of one of the two
"throughout the regions involved. Nor can
"a third State expect to restore equilibrium
"if lost, by itself taking the place of the
"one that has gone under. It is only ne-
"cessary to consider the solidity, extent,
"and long standing of the local control
"now wielded by Russia and Great Britain,
"together with the land power of the one
"and the sea power of the other, to see the
"hopelessness of any substitute for either
"in its own sphere. The two systems are
"not dead, but living; not machines, but
"organisms; not merely founded, but
"rooted, in past history and present con-
"ditions."

A dozen or so new recruits are said to be
coming out to the police.

It is stated that the price of public-house
licences in the Colony is to be raised 100 per
cent.

The recent cold snap in the weather has had
the result of making the tailors in the Colony
busy, as people are beginning to look out their
winter clothes, with the customary result, that
they find last year's garments very much worse
than they expected.

To-morrow (Sunday, the 29th) being the
anniversary of Their Majesties The King and
Queen of Portugal, Conselheiro A. G. Romano,
Consul-General for Portugal, will be "At
Home" at his residence, "Duarte" Arbuthnot
Road, from 11 a.m. till noon.

Rear-Admiral Grenfell, says the *N.O. Daily
News*, will probably make a trip up the Yangtze
on H.M.S. *Eclipse*, which has left Wosung,
followed by H.M.S. *Bramble*.

The instalment of *The Seven Secrets* which
should have appeared on page 5 to-day is
unavoidably held over. The report of the
monthly meeting of the Chamber of Commerce
will be found on that page.

Yesterday morning the dead body of an
unknown Chinaman of about 40 years of age
was found hanging by the neck in a house under
course of erection in Des Vours Road Central.
The case was one of suicide.

On or about the 1st October the *Peking and
Tientsin Times* will be published as a daily as
well as a weekly paper. The weekly edition
will be crown size, of eight or more pages, with
three columns of printed matter on each page.

The appointment of Lieutenant J. B.
Arbuthnot, Scots Guards, to be Aide-de-Camp
to Sir H. A. Blake, Governor and Commander-
in-Chief of Hongkong and its Dependencies,
appears in the *London Gazette* of the 29th ult.

Messrs. Morton & Gibson report that satis-
factory progress is being made in the operations
for the raising of the sunken *Parkman*. The
under-water work is pretty well forward, and
soon the netting raising of the foundered steamer
will be commenced.

The public are respectfully warned not to
use, if they can possibly avoid it, the lane
from Queen's Road to Praya Central, leading
past the *Daily Press* office, as a contractor is
demolishing the interior of the building, on
the opposite side of the way and tiles and
mortar are falling into the lane in a manner
that makes pedestrianism more adventurous
than safe.

The England v. Scotland cricket match at
Shanghai last Saturday ended in an easy victory
for the English team, which with two possible
exceptions was strong enough to do duty for
Shanghai in an interport match. The winners
scored 107 (Billings 24, G. F. Lanning 23, V.
H. Lanning 23) and 54 for two wickets (Mann 34
not out to Scotland's 57 (McEuen and Turnbull
19 each). Billings for England took 5 wickets
for 11 runs only.

By kind permission of Major Langer and
officers, the band of the Hongkong Regiment
will play at the Hongkong Hotel to-day, from
8 to 9.30 p.m. Programme:—

March "Soldiers in the Park" Monckton
Overture "The Exiles" Guesner
Selection "The Gipsies" Jones
Waltz "Dolores" Waldecker
Selection "Reminiscences of Gounod" Godfrey
Polka "L'etna" (Piccolo Solo) Jones
EXTRA
Selection "The Messenger Boy" Caryll
"God Save the King."

Hongkong is not the only crowded-up city
in the Empire. Even in some English cities
there is great overcrowding. The *London
Daily Mail* just received says:—"Birmingham
has upwards of 40,000 back-to-back houses in
6,000 courts which are entered by tunnels from
the streets, states the city's medical officer of
health." We may add, from personal know-
ledge, that, in Livery Street alone, there are
more than forty courts, all slums of the worst
type.

It may interest the Bench of Licensing
Justices to learn that several Yankees who have
visited the Colony of late think that Hongkong
is very much under-licensed. One such visitor
was heard to declare the other day that if
he had anything to do with certain Harbour-
side houses he would make things much better
for the people of the Colony.
"small 'frisco." That just shows how
various are the aspects in which different
people view the same thing.

Smokers of Manila cigarettes, of whom there
are many in the Colony, must have been struck
of late by the fact that there is a scarcity
of their favourite weed here. The ex-
planation is that the tobacco factory operatives
in Manila have gone on strike for higher wages.
The strike is now practically settled, as the
workmen, most of whom are Filipinos, have
returned to work; the strike having proved
disastrous to them. Meanwhile, however, the
stock of cigarettes has run down. The same
thing applies to Manila cigars, and only for
the fact that the local houses, particularly
Messrs. Kruse & Co., had a pretty large reserve
stock, the supply would have been long since
at an end. As it is, the prices have had to be
raised all round.

A special Army order issued last month by
the War Office contains the programme of
intended reforms between the United Kingdom
and the colonies, and between those places and
India, during the year 1902-1903 (subject to
such modification as may from time to time be
necessary). There are, naturally no changes in
the Cavalry and Royal Horse Artillery that
affect the Far East, but in the Garrison
Artillery No. 78 Company (late 17 Southern)
proceeds from Trincomalee to Hongkong, and
No. 64 (late 18 Eastern) Colombo to Hong-
kong; No. 62 (late 2 Southern) and No. 64
(late 19 Western) from Hongkong to Singa-
pore; and Nos. 49 (late 25 Southern) and 50 (late
33 Southern) from Singapore to Gibraltar.
These are all put down to change as commencing
in October. In the Infantry battalions the 1st
Batt. of the Derbyshire Regiment is to proceed
from South Africa to Hongkong, the 2nd
Batt. Royal Welsh Fusiliers going from
Hongkong to India. Singapore is again to
have a white regiment, and the 1st Batt. of the
Manchester Regiment will go from South
Africa. Cayton loses two white regiments and
only gets one in return. These changes are
announced to take place between October and
March.

Lieut. Colonel A. G. Churchill, Military
Attache, Tokyo, is gazetted to be Colonel.

M. Podolsky, who is commissioned by the
Russian Government to arrange the Russo-
Chinese Treaty of Commerce, is now in Shanghai.

In the Army Pay Department the following
changes have just been made:—Major Mackwell
to Singapore; Captain Hewett, Straits, to
Hongkong.

Retired Commander E. W. Yorke has been
appointed to H.M.S. *Tunon*, additional, as
King's Harbour Master and Naval Executive
Officer at Weihaiwei.

The *Journal Officiel* announces that Admiral
Pottier, recently in command of the French
squadron in the Far East, has been appointed
to succeed Admiral Beaumont at Toulon. Vice-
Admiral Courjeoll's, who was also not long ago
in the Far East, is nominated to the command
at Lorient.

Sea-snakes are generally thought harmless,
but in the seas of China, India, and Australia
are some venomous kinds. M. Kermargant, in
the *Annales d'Hygiene et de Médecine Coloniales*,
has recently described those of New Caledonia
which—have small heads, poison glands, and
teeth. They seldom bite owing to their small
mouths. A rat bitten by one dies in four or
five minutes.

C. Pereira was acquitted by the Appeal Court
at Tokyo on the 15th inst. of the charge of
libelling Messrs. Ego da Silva and Ribeiro, on
the finding of the Court being that the evidence
against him was insufficient. The judgment
of the lower Court was, accordingly, quashed.
The case against the Chinamen of the printing
office implicated in the publication of the libel
was also dismissed.

Armet et Marine states that the Russian
ship *Laos* and *Kefal* have been handed over
to the Russian Admiralty by their builders, the
Société des Forges et Chantiers de la Méditer-
ranée, at Havre, and that they will shortly
proceed to the Far East. Their names have
been altered to *Grozovoi* and *Vladivostok*. On her
trials the former made 28 knots in place of the
26 knots contracted for. Each boat is 180 ft.
beam, with a draught of nearly 10 ft., and a
displacement of 312 tons.

It is announced that Liver oil will be the
central point of the Morgan Shipping Com-
bination. This will involve the abolition of
duplicate control, and as the result of economical
working a vast amount of officialism connected
with the various lines will cease to exist. There
will be one head to direct the entire traffic
arrangements on the American principle. The
American Line officials already are being
changed, and Mr. Ellerman will take over the
management. The White Star Line may
retain its present personality as to the heads
and vessels of the line, but there is no doubt
that these in time will disappear under the
Morgan scheme.

The Statistical Department of the I. M.
Customs has just issued the Returns of Trade
and Trade Reports for the year 1901, contain-
ing 804 pages of reports and statistics from the
Commissioners of the different Treaty Ports in
China. The total collection of revenue in
Shanghai is H. Tls. 8,152,696, which is the
highest on record, being H. Tls. 32,000 in
excess of the best previous year—1899. There
is an improvement under every heading, but
especially in import duties. This is the more
satisfactory since little of the increase noted
can be due to the effective 5 per cent. rate, so
many goods claiming the old tariff privileges
being en route to the East up to the last
possible moment. We defer consideration of
the report until a copy reaches Hongkong.

In a very interesting summary prepared by
Dr. Sven Hedin, of the result of his latest
journey in Central Asia (1899-1902), appearing
in the *Geographical Journal* for September,
it is stated:—"My first journey of 1899-01
has been regarded as marking an advance in the
knowledge of the geography of Central Asia.
The last journey of 1899-1901, from which I
have just returned, has yielded results three times
as rich as those of the former journey, and in
course of it I have been enabled to lift the veil
which for a thousand years had hidden vast
stretches of the mountains and desert
regions of the heart of Asia. My cartographical
material extends to no less than 1,149 sheets, and
if these were arranged and to end in a long
roll they would stretch over a distance of 1,000
feet. This material I hope it will be possible to
publish, either with the help of public funds or
by private support. It will then constitute a
mine of detailed information about certain of
the central regions of the great continent which
have never before been trodden by any European,
and very often by no Asiatic either."

ANOTHER COLLAPSE.

A kitchen on the first floor of No. 86, Second
Street, West Point, collapsed late on Thursday
afternoon. Two women were working in it at
the time, and both were carried down with the
debris. One sustained a severe scalp wound,
from which blood came freely; the other escaped
with a few cuts. Both women ran to West
Point Police Station, and the first was sent to
the Tung Wa Hospital for treatment, the second
refusing to go. The house in which the accident
occurred is backed by another where
reconstruction operations are proceeding, and
the tearing down of building material is supposed
to have weakened the stability of the kitchen
in question by depriving it of a certain amount
of extraneous support, thus causing it to collapse.

TELEGRAMS.

"DAILY PRESS" SERVICE.
FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 26th September, 8.5 a.m.

JAPAN IN SIAM.

The *Débat* (Paris) warns England
against letting Japan get too solid a hold
in Siam, and adds that England should ask
herself whether she is not fostering a fox
who will devour her Asiatic fowls.

SHANGHAI, 26th September, 5.26 p.m.

THE NEW SZECHUEN VICEROY.

H.E. Viceroy Ts'en arrived in Chungku
yesterday and takes over the seals of office
to-morrow.

REUTERS'S SERVICE.

LONDON, 24th September.

LORD ROBERTS ON "RAGGING."

Field Marshal Lord Roberts has issued a
memorandum to all commanding officers urging
the necessity of stopping "ragging," the
prevailing of which is a disgrace to the Army.

U.S. PRESIDENT OPERATED ON.

President Roosevelt has undergone a slight
operation at Indianapolis for an abscess which
had formed between the left knee and ankle,
arising from a bruise caused by the carriage
accident on the 2nd instant. The President,
who is in excellent general health, has pro-
ceeded to Washington.

LONDON, 24th September.

BOER GENERALS' MANIFESTO.

The Manifesto issued by the Boer Generals
has created an unfavourable impression in
Europe.

FRANCE AND SIAM.

The announcement that a Japanese had been
appointed legal adviser to Siam has caused a
great flutter in Paris, where for some time past
there has been considerable apprehension regard-
ing the effect the Anglo-Japanese alliance
might exercise on Japan.

HONGKONG RIFLE ASSOCIATION.

The competition to-day in connection with
the Hongkong Rifle Association will be for
poppers (interport practice), commencing at
2.30 p.m. Ranges, 200, 500 and 600 yards; 7
shots and a sighter at each range.

At a committee meeting held on Thursday,
it was decided to enter a team again this year for
the Seventh Imperial Rifle Match—which is
promoted by the Rupunup Rifle Club of
Victoria, Australia. The match will be shot off
on a date to be fixed later on between this and
the 31st October. It will be remembered
that Hongkong took fifth place in this
match last year—the first year of their entry.
The Annual Interport Match will be held
between the 1st and 15th November. The fol-
lowing members are requested to practice for
the above events, and to send in all practice
scores to the Honorary Secretary:—

Messrs. J. J. Andrews, Baldwin, Collins,
Crocker, Cross, Davies, Garnett, Horley,
Hobday, Hamilton, Jeffery, Lamont, Lapsley,
J. Marshall, McDermott, C. Marshall, Penning,
Pidgeon, Pullen, Parkes, Pitt, Stackwood,
Saunders, Varcoe, West, and Wells.

FRANCE AT KWANCHAU-WAN.

Home papers give the following details about
the above, the gist of which we have already had
by telegram:—

Hitherto Saigon has been the only support-
ing base for the defence of Indo-China from the
sea side. But, in view of the extensive coast-line
of this French possession, it is quite probable
that the port of Saigon would be found, in case
of war, to be an inadequate naval base for a
French squadron. In view of this fact, the
bureau charged with the carrying out of public
works in Indo-China, together with the Marine
Department and the Department of Naval
Fortifications, are considering the question
of establishing a second naval base in that
region, and for this purpose the recently ac-
quired Kwanchau Bay has been fixed upon.
The projected fortified harbour is to be founded
between Nive and Fort Bayard, and it will
contain an arsenal, a coaling depot, an artillery
depot, and official buildings. To carry out this
project the sum of at least £1,200,000 will be
required. Of this sum £600,000 will be spent
upon the arsenal, 200,000 upon cutting a canal,
and £180,000 on establishing the coaling station.
The chief advantage expected of this new naval
base is that it will protect Tonkin and North-
ern Annam, and thereby Saigon will be free to
devote its attentions solely to the protection of
Cochin-China.

LATEST STEAMER MOVEMENTS.

The C.N. steamer *Taiwan*, from Australian
ports, left Manila on the 24th inst., p.m., for this
port, and is due here this morning.
The "Don" (the steamer *Beatty*) left Singa-
pore on the 25th inst. for this port, and is due
here on the 1st prox.
The silk ex C.P.R. steamer *Empress of India*
arrived at New York on the 25th inst.
The H.A.L. steamer *Sawona*, from Hamburg,
left Singapore on the 25th inst., p.m., and may
be expected here on or about the 1st prox.
The O.S. steamer *Dioned* left Shanghai
yesterday morning, and is expected here to-
morrow.

ENQUIRY INTO COLLAPSED
HOUSES.

The official enquiry into the fatal collapse of
houses Nos. 30 and 32, Rawlinson City Road, on
18th July last, was resumed yesterday afternoon
before Mr. F. A. Handland and a common
jury. Mr. H. L. Denny, Acting Crown
Solicitor, conducted the enquiry on behalf of
the Government, and Mr. H. W. Looker,
solicitor, watched the proceedings on behalf
of Messrs. Leigh and Orange, the architects
of the houses.

R. K. Leigh, of the firm of Leigh and
Orange, said he had been over 22 years in
Hongkong either in Government service or
on his own account. In the early part of 1901,
on behalf of the Hongkong Land Investment
Co., he prepared plans and called for tenders
for the erection of 30 houses in Rawlinson City
Road, 15 houses on K.I.L. 1307 and 15 on
K.I.L. 1108. Tenders were received by witnesses
for the building of these houses, the figures
ranging from \$88,000 to \$141,000; the Loong
Cheong firm was amongst those which tendered,
and the amount of its tender was \$98,000. No
tender was accepted for these thirty houses,
because the company instructed witnesses
to prepare plans for 2 more on K.I.L. 1113. It
was ultimately agreed with the Loong Cheong
firm that the whole fifty houses should be built
for \$135,000 and a contract was then entered
into between this firm and the Land In-
vestment Co. Witnesses knew Loong Cheong
before this; he had done many big jobs for
Leigh & Orange. His tender and those of
others were by invitation, and were not public
tenders. The necessary notices to the P.W.D.
were duly sent in, and an advertisement was
received from Mr. Looker, p.p.s. the D.P.W.,
approving the plans of the houses and author-
ising the work.

At this point Mr. Looker rose and objected
to the publication of the proceedings in the news-
papers. In that morning's *Daily Press* there
had been a long account of what had taken
place at the enquiry on Thursday, and he ap-
peared that the present proceedings would be
reported as fully in the *Daily Press* and other
papers. It was not right, and he objected
to the proceedings, because the publication
of the evidence might prejudice a jury. For his
authority Mr. Looker referred his Worship to
his *Worship on Coroners*. The reason for which
the enquiry was held was to find out whether there
was criminal liability on anybody's part, and
under these circumstances it was not right or
proper that the evidence should be published in
the newspapers.

Mr. Denny said he was not prepared for
this objection. (His Worship: "After all, I
—and all he could say was that it must be
within his *Worship's* knowledge that in England
the fullest reports of the evidence taken at
coroners' enquiries were published every day in
the newspapers. This enquiry was just the
same as any ordinary Police Court proceedings
in which a man was brought before his *Worship*
and committed for trial at the Supreme Court.
Such proceedings were not only published in
the papers, although they were preliminary
enquiries, and he thought that the benefit to be derived from an enquiry of
this sort would be greatly lessened if the
newspapers were to be forbidden to publish
what took place. He, his *Worship*, had
full power to at any time forbid the publication
of evidence that had been given before him or
any statement made in court, and if for any
reason he should see fit to order these pro-
ceedings not to be published, his *Worship*, at all
power to do so. The object of the present
enquiry was to ascertain whether anybody was
criminally liable. It was not simply to ascer-
tain the cause of the deaths of those people, but
whether their deaths were brought about by
the criminal negligence of anybody, and whether
steps could be taken to prevent such accidents
in future.

Mr. Looker submitted that the present pro-
ceedings were quite different from ordinary Police
Court proceedings, and that they should not be
published in the papers until the enquiry was
concluded, and then only if nobody was com-
mitted for trial.

Mr. Denny contended that the newspapers
represented the public, and as the enquiry was
a public one and everybody had a right to be
there, no reason existed why the proceedings
should not be reported in the newspapers.

After further argument on the same lines,
his *Worship* remarked that each coroner's
proceedings, as had previously taken place
before him had always been published, and he
saw no reason to depart from that custom.

Mr. Looker: "I leave it entirely in your
Worship's hands."

His *Worship*: "It is done in England every
day."

Mr. Looker suggested that a way out of the
difficulty would be to hold the enquiry in
private.

His *Worship*: "No, I see no reason why I
should make any order."

The examination being resumed, witnesses said
that work on K.I.L. 1107 was commenced first,
shortly after 16th May, 1901; then followed in
order work on Lots 1108 and 1113. He personally
inspected the work, and was satisfied
with it. With Section 12, and section 1 of the
Building Ordinance, which provided that no
wall should exceed 35 feet in height without the
approval of the Director of Public Works, his
witness was familiar. The length of the party
and end walls of the houses in Rawlinson City
Road was 60 feet altogether, without return or
cross walls; with return and cross walls the

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

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M. MUMETA, JAPANESE ARTIST.
Bronze and Gypsum Engravings and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8, Queen's
Road Central.

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Proofs read by Englishmen.
STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Penny Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Provisioners,
Coal Merchants, Hardware Engineer
Tools, Brass and Iron Merchants,
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MOORE & SEYMOUR.
43 and 45, Des Vaux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Bundells
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

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EXTRA PALE LAGER IN CLEAR BOTTLES.
OF UNIVERSAL POPULARITY.
**ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.**



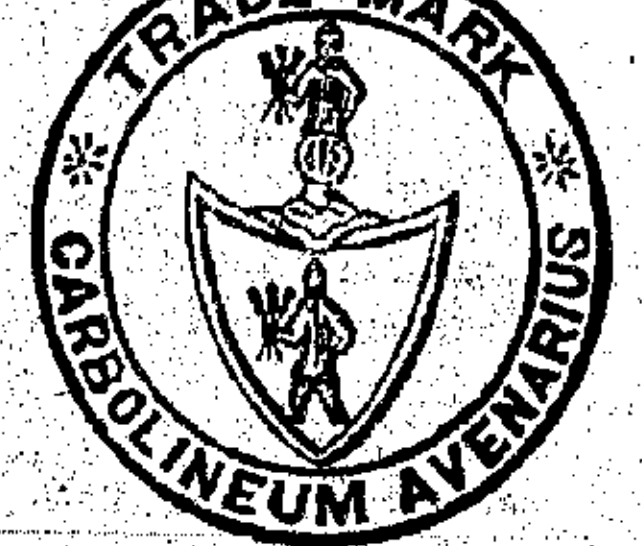
This Beer is brewed of best Smar Hops and
finest Barley Malt only, and warranted not
to contain Chemicals in any form.
The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.

Sole Agents.
Hongkong, 25th July, 1902. [203]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

LUIGENS, EINSTAMANN & CO.
Sole Agents for China.
Hongkong, 1st July, 1902. [1801]

MR. CHADWICK KEW
DENTAL SURGEON.
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [2458]

SILBENTING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consolidation Press.
Hongkong, 22nd September, 1902. [2525]

THE AMERICAN SYSTEM

DENTISTRY
Dr. M. H. CHAUN.
33, DES VEAUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [2383]

GRACA & CO., Importers and Exporters
of Foreign and Colonial POSTAGE
STAMPS, 33, Post Street, Hongkong, have
just received for sale at their stall at Hongkong
Hotel Corridor a large variety of nice Pictorial
Post Card Albums. Pictorial Post Cards—
Panoramas of Hongkong, Amoy, Canton,
Chinese Customs, Views, &c., &c. in Phototype
and Coloured Colotype. Assortment of Postage
Stamp Albums, Loose, Hinges, Ties and
other Philatelic goods. Prices to suit all
Customs. Correspondents wanted. Foreign
orders promptly attended to. Cash with order
or 1st class reference. [1937]

INSURANCES

"L'UBAINE" FIRE INSURANCE COMPANY, Ltd.
(Established 1833).

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.

Hongkong, 7th February, 1901. [412]

GENERAL MARINE INSURANCE

COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, JACOB & CO.

Hongkong, 1st September, 1902. [2327]

TRANSATLANTIC FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [25]

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT FIRE
and Marine Risks at Current
Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May 1875. [27]

AACHEN AND MUNICH FIRE INSURANCE

CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [118]

THE WESTERN ASSURANCE

COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... £25,719
Total Losses Paid ... £8,769,240

WM. MEYERINK & CO., Agents.

Hongkong, 22nd July, 1902. [1427]

THE LIVERPOOL AND LONDON

GLOBE INSURANCE COMPANY.

ASSETS EXCEED TEN MILLIONS STERLING.
THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 3rd June, 1902. [2376]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [20]

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,722,693.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, 2,750,000 0 0

PAID-UP CAPITAL, 687,500 0 0

II. FIRE FUNDS, 2,685,518 5 2

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st July, 1902. [1796]

SALAMANDER FIRE INSURANCE

COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1902. [29]

PHENIX FIRE OFFICE

GRANT POLICIES OF INSURANCE

against FIRE at Current Rates.
DOUGLAS LARRAIE & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [28]

CLARKE'S B 41 PILLS

are warranted to cure, in either sex, all ailments of
constitutional Discharges from the Urinary
Organs, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. In Boxes 4s. 6d. each, of all Chemists
and Patent Medicine Vendors throughout the
World. Proprietors, THE LINCOLN AND MID-
LAND COUNTIES DRUG COMPANY, Lincoln,
England. [54]

HONGKONG ST. ANDREW'S

SOCIETY.

THE ANNUAL GENERAL MEETING
for the purpose of receiving the Report
of the Committee and Statement of Accounts
for the past year, and for the transaction of
general business, will be held in the CITY
HALL, on the 29th September, at 5.30 P.M.

DAVID WOOD, Hon. Secretary.

Hongkong, 22nd September, 1902. [2521]

HONGKONG HOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the
ANNUAL GENERAL MEETING of the
above Club will be held in the CRICKET
PAVILION, on TUESDAY, the 30th inst.,
at 5.15 P.M.

J. HOOPER, Hon. Secretary.

Hongkong, 22nd September, 1902. [2524]

DAVID WOOD & SONS

MERCHANT NAVY

NATY BOTTLED LONG FLAX CANVAS.
RELIANCE CROWN CANVAS.
TARP-AULING
ARNHOLD, KARBELG & CO., Sole Agents.

Hongkong, 22nd September, 1902. [2528]

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the Committee of
the Hongkong General Chamber of Commerce
held in the Chamber Room, City Hall, on Tues-
day, 18th September, 1902, at 4 p.m. Present:—
Hon. C. S. Sharp (Chairman), Mr. W. Poole
(Vice-Chairman), Hon. C. W. Dickson, Messrs.
A. Haupt, N. A. Sills, J. R. M. Smith, H. M.
Tomkins, R. C. Wilcox, Hon. R. Shawan
(ex-officio), and A. R. Lowe (Secretary).

MINUTES.

The Minutes of the Monthly Meeting of the
12th ultimo were read and confirmed.

STORM-WARNINGS.

The correspondence under this heading which
had already been published was laid on the table.
The Hon. C. S. Sharp, in reply, stated that the
Colonial Secretary was read, in which he stated that
it does not seem either desirable or expedient for
the Government to issue the flag signal code
and meteorological exhibits submitted or to
test the relative accuracy of the Sigsbee
and typhoon-warnings issued by the Sigsbee
and Hongkong Observatories, but that the
Acting Director would give every assistance to
the Chamber in making a comparison.

The CHAIRMAN said the Government ap-
peared to think the Chamber had confused the
difference between forecasts and the observa-
tions on which these are based, but he assured
the Chamber that the net result of all the
correspondence they had had with the Govern-
ment on this subject would appear to be that
the public now received an occasional Express
giving notice of typhoons, and the circulation
of the China Coast Meteorological Register had
been slightly enlarged. He supposed that, in
default of better results, they must for the
present rest content with these small improve-
ments in the publication of weather warnings
in this Colony, only made as the result of such
agitation, but he hoped that the Chamber
would never suffer this matter to rest
until that system was so improved that it be-
came much more of a credit to this Colony than it
was at present. It appeared that the Acting
Director of the Observatory was not to be
prevented just now into making further
changes, and possibly as his was only acting
appointment, this attitude can well be under-
stood, but as long as this position continues, it
was evident that Hongkong would have to be
content with a second-class system of making
weather warnings generally known, as compared
say with that at Shanghai, where, however,
these matters were conducted by the Jesuit
Fathers as a "labour of love," and not by a
Government Institution. As to the efficiency,
or accuracy of the weather-warnings themselves,
they had never for a moment presumed, or felt
it was their province to meddle with or ques-
tion. Their efforts had been wholly and
solely directed towards obtaining some mod-
est improvement in the method of publishing them
to the shipping, and shore communities, so
that they might be given as speedily and as
widely as possible, and further, to remove what
appeared to be a legacy from the Director (Dr.
Dobson) himself, the reproach that this Obser-
vatory was not in touch, or at all events not in
sympathetic relationship, with the kindred
Institution at Shanghai, no doubt to the dis-
advantage (scientifically) of both, and certainly
to the detriment of navigators in these seas.
What occurred between the Director of this
Observatory and the Manila Observatory a few
years ago was too well known to need repetition,
but the baneful results to this Colony were of
so pressing a nature in that case that they had
to be remedied, and at once, and it was
regrettable the same pressure was not applied
in this instance.

At the meeting of the sub-committee, dated
18th inst., on the Government's letter on this
subject, dated 15th July, 1902. The conclusions
arrived at by the sub-committee were that there
is a necessity for pilotage properly so called at
this port and that certificates of competency
should be granted by the Government. The
Licensing Board need not be entirely composed
of Government officials but might be supple-
mented by experts. It was pointed out that the
granting or refusing to grant a certificate, as
suggested by the Government, could be acted
on by private individuals without pecuniary
responsibility to which the Government would
not be liable and that the committee were only
asking the Government for what is done as a
matter of course in home and other Asiatic
ports.

The report was unanimously adopted, and
after some discussion,
It was decided again to address the Govern-
ment on the subject and to enclose a copy of
the sub-committee's report.

ATTEMPT TO IMPOSE LEXIN AND BATTERY

TAX ON YACHTS IMPORTED INTO

CANTON BY BRITISH STEAMERS.

Read letter from H. B. M. Consul-General
at Canton, dated 26th August, stating that a
Licensing Board had been issued by the Canton
Lekin Office recognizing that Foreign imports
were free from Lekin and other such charges
within the port area.

The CHAIRMAN observed that this was satis-
factory and he thought the thanks of the com-
mittee were due to Mr. Consul-General Scott for
the energetic manner in which the case had been
pushed, and the satisfactory conclusion to which
he had brought it.

The Committee cordially concurred in these
remarks.

INCREASE OF TAXATION LAYED ON

OPIMUM AT CANTON.

In accordance with the decision arrived at
last meeting a telegram was despatched to
H.B.M. Minister at Peking on the 16th ult.,
urging representation on the serious state of
affairs.

The Chamber's letter of 19th idem confirming
the wire and giving the reasons for the protest
against increased taxation was read and also Sir
Ernest Satow's reply stating that the matter
had been placed before H.M. Government.

The CHAIRMAN said that there was rumour
in Hongkong to the effect that the Chinese
Government had abandoned the proposed
additional tax, but so far it looked confirmation;
enquiries were now being made.

Mr. WILCOX said he had heard that latest
advices from Canton were to the effect that the
proposed tax had not been abandoned.

ALTERATIONS IN THE LAW BETWEEN

MASTER AND SERVANT.

The draft Bill by the Attorney-General to
meet the difficulties pointed out by the Chamber
in their letter to the Government, dated 18th
July, was laid on the table. Read letter, dated 2nd
inst., to the Attorney-General expressing the
Committee's hearty approval of the Bill and
adding a few suggestions to increase the scope
of its usefulness.

SOBRIETY OF WATER AT SINGAPORE.

The telegram from the Singapore Chamber of
Commerce, dated 1st instant, on this subject was

read and the Secretary reported forwarding it
to the papers for publication as soon as received
in order that vessels for the south might take
sufficient water to carry them past Singapore.
The CHAIRMAN said they were much indebted
to the Singapore Chamber for their prompt
warning which had been taken advantage of
by the shipping concerned.

The Secretary was instructed to acknowledge
receipt of the telegram, and express the
Chamber's thanks for its despatch.

FRENCH CUSTOMS TARIFF BILL.

Read letter from the Colonial Secretary
dated 1st instant, enclosing a further circular
from the French Customs Department dated
15th May last, specifying the documents re-
quired in order to obtain the benefit of the
reduced tariff for colonial commodities imported
from their original country or from a country
out of Europe. Sugar and its derivatives,
cocoa and tobacco are stated not to be
included as coming under the benefit of colonial
commodities. Bills of lading must be endorsed
by Consular or local authorities and include
declaration of origin and that the goods have
not sustained rehandling or change of packing.

A letter from the French Vice-Consul at
Singapore calling attention to the Chairman's
remarks contained in the published minutes of
the meeting of 13th June last to the effect that
Hongkong had been granted an extension of the
minimum tariff and he was now in a position
to state that according to official information
asked for by him and now in his hands Hong-
kong does also enjoy the same treatment as
the Straits Settlements and Malay States.

The CHAIRMAN said the thanks of the
Chamber were due to the Consul for France for
his courtesy in taking up the matter and afford-
ing the Chamber information of the result of
his enquiries.

IMPERIAL CABLE COMMUNICATIONS.

With reference to the letter dated 26th May
last from the London Chamber of Commerce
the CHAIRMAN stated that a reply had been sent
on the lines decided upon at the last meeting,
and further, that in view of the recommendations
made by the Inter-Departmental Committee on
the subject of the granting of landing rights,
advantage had been taken of this opportunity
to make some comments on this subject, and the
position of the Cable Companies here vis-à-vis
the public.

NEW BRITISH COMMERCIAL TREATY WITH

CHINA—THE EFFECTIVE 5 PER CENT.

SPECIFIC TARIFF.

The CHAIRMAN pointed out that news had
been received since the last meeting of the
signing of these, both of which were matters
of the deepest importance to all engaged in the
Chinese trade. He suggested that as soon as
authentic copies of the new Treaty were to
hand it would be the duty of this Chamber to
consider the same and express their views
upon it.

PROPOSED FAST ATLANTIC SERVICE BY THE

CANADIAN PACIFIC RAILWAY COMPANY.

The CHAIRMAN directed the attention of the
Committee to the fact that negotiations are now
going on between the British and Canadian
Governments and the Canadian Pacific Railway
Company for the establishment of a fast pas-
senger and mail service across the Atlantic
between Canada and the United Kingdom, and
pointed out that in connection with such pro-
posed Atlantic service an accelerated train
service across Canada had been virtually
promised, which in all probability would later
on be followed by an improved Trans-Pacific
service, whereby through communication
between Hongkong and the United Kingdom,
via Vancouver, would be considerably shortened.
He thought proposals such as these having for
their object such great improvement in com-
munication for the benefit of passengers and
mails and the commercial interests generally
of the East needed no words from him to com-
mend them to the favourable consideration of
the Committee, and he further thought they
would all agree that the Canadian Pacific
Railway Company which had already provided
such a favourably known service between this
Colony and Vancouver might be depended upon
to make an equal service of any such Atlantic
service and to contract for such service to be
entrusted to them.

The Committee unanimously approved of
these remarks and the following resolution was
proposed by the CHAIRMAN, seconded by the
VICE CHAIRMAN, and unanimously adopted:—
Whereas negotiations are now going on
between the British and Canadian Governments
and the Canadian Pacific Railway Company for
the establishment of a fast passenger and
mail service across the Atlantic between Canada
and Great Britain;

And whereas the Board of Trade of the City
of Montreal unanimously endorsed the estab-
lishment of such a service at a meeting held on
the 29th July last;

And whereas the Canadian Pacific Railway
Co. have, for the past twelve years,
successfully and most creditably operated a fast
line of Trans-Pacific steamers, in connection
with their great Trans-Continental railway
system, extending as it does, through Canada,
from the Pacific to the Atlantic, thereby
benefitting very largely the relations between
China and Japan and the Continent of America,
and, at the same time, furnishing Eastern
merchants with the most expeditious mail
service to and from America;

And whereas we understand that the offer of
the Canadian Pacific Railway Company to the
British and Canadian Governments is to
construct and put into such service ships of the
most modern type and in no way inferior to the
best at present running to and from New York,
And whereas it is understood that the sea-
sons of the ships will not be less than twenty
months and that the time in transit between
Vancouver, B.C. and London will thereby be
reduced, with a promised accelerated train
service, to about nine days as against the
present service of about 14 days;

And whereas the establishment of a fast
Atlantic service by the Canadian Pacific Rail-
way Co. is likely to be followed by an improved
Trans-Pacific service, shortening the time to
about 70 days between Yokohama and Vancouver,
And whereas this Chamber endorsed by res-
olution of the 18th April, 1900, the renewal of
the mail contract between the British Govern-
ment and the Canadian Pacific Railway Co. in
connection with their "Empire's" Line of
steamers;

Be it resolved that this Chamber strongly
endorses the necessity for a fast and reliable
Atlantic service being inaugurated in con-
nection with the present excellent service between
China, and Japan and Canada, and being of
opinion, judging by the regularity, despatch
and reliability of the Canadian Pacific Railway
Co.'s present Pacific service, that an equally
satisfactory Atlantic service would be provided
on the improved conditions stated above, hereby
recommends that the contract for such a mail
and passenger service be accordingly entrusted
to the Canadian Pacific Railway Co., and that
a copy of this resolution be mailed to the Post-
masters General at London, England, and
Ottawa, Canada.

This concluded the business.

SORE HANDS

Red, Rough Hands, Itching
Burning Palms and Painful
Finger Ends

ONE NIGHT TREATMENT

Soak the hands on retiring in a strong, hot,
creamy lather of CUTICURA SOAP. Dry,
and anoint freely with CUTICURA, the great
skin cure and purest of emollients. Wear, during
the night, old, loose kid gloves, with the finger
ends cut off and air holes cut in the palms. For
red, rough, chapped hands, dry, fissured, itching,
feverish palms, with shapeless nails and painful
finger ends, this treatment is simply wonderful.

Millions of Women Use Cuticura Soap

Exclusively for preserving, purifying, and beautifying the skin, for cleansing the scalp of
crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and
soothing red, rough, and sore hands, in the form of baths for smothering eruptions, itchy
rashes, and chafes, or too free or offensive perspiration, in the form of washes for
absorptive weaknesses, and for many sensitive and delicate purposes which readily suggest
themselves to women, and especially mothers, and for all the purposes of the toilet, bath,
and nursery. No amount of persuasion can induce those who have once used it to use any
other, especially for preserving and purifying the skin, scalp, and hair of infants and
children. CUTICURA SOAP combines delicate smallest properties derived from Cur-
taining of flower-colours. No other medicinal soap ever compounded is to be compared with it
for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other
foreign or domestic soap, however expensive, is to be compared with it

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Black Pier.

3. From Black Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	BENGOAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
LONDON	DIOMED	Brit. str.	—	Holmes	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	NESTOR	Brit. str.	—	Holmes	BUTTERFIELD & SWIRE	On 14th October.
LONDON, via SUEZ CANAL	GLENGARRY	Brit. str.	—	J. McGilivray	McGREGOR BROS. & CO.	On 15th October.
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th October, at Noon.
LONDON	MINERVA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th October.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LIVERPOOL	MAHARAJA	Jap. str.	—	N. Traut	NIPPON YUSEN KAISHA	On 25th November.
MASSACHUSETTS, via PORTS OF CALL.	OKANIMEN	Fre. str.	—	Remes	MESSENGER MARITIME	On 4th October, at Daylight.
BREMEN, via PORTS OF CALL	PRINZ R. LUITPOLD	Ger. str.	2 m.	E. Oesselsmann	MELCHERS & CO.	On 2nd October, at Noon.
HAVRE, BREMEN & HAMBURG	PREIBURG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
HAVRE & HAMBURG	SILVIA	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 1st December.
ODessa, via PORTS OF CALL	MARBURG	Ger. str.	—	Zacharias	HAMBURG-AMERIKA LINIE	On or about 15th Octob-r.
NEW YORK via SUEZ CANAL	KNIAZ GORTSCHAKOW	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	—	Magregor	SHEWAN, TOMES & CO.	On 30th inst.
NEW YORK via SUEZ CANAL	HILLOLEN	Brit. str.	—	Rafferty	DODWELL & CO., LD.	About 2nd October.
NEW YORK via SUEZ CANAL	GLINES	Brit. str.	—	H. Mowatt	McGREGOR BROS. & CO.	On 11th October.
YANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th October.
YANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	W. H. Smith	DODWELL & CO., LIMITED	On 22nd October, at Noon.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	HYSON	Brit. str.	—	M. J. Carnow	NIPPON YUSEN KAISHA	On 1st October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	PLEIADES	Brit. str.	4 m.	W. C. Craven	BUTTERFIELD & SWIRE	On 6th October, at 4 P.M.
PORTLAND, OREGON	SHINANO MARU	Jap. str.	2 m.	—	BUTTERFIELD & SWIRE	On 24th October.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	2 m.	—	GIBB, LIVINGSTON & CO.	On 2nd October, at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 4th October, at Noon.
AUSTRALIAN PORTS	KUANG MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th October, at Noon.
AUSTRALIAN PORTS	MIKE MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th October, at Daylight.
MOJI, KOBE & YOKOHAMA	TAIWAN	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	2 m.	F. Summers	P. & O. S. N. Co.	To-day, at 2 P.M.
SHANGHAI	BALLARAT	Brit. str.	2 m.	K. Subajima	OSAKA SHOSHEN KAISHA	On 29th inst.
SHANGHAI & CHINKIANG	KEELUNG MARU	Jap. str.	2 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	KANSU	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 11th October.
SHANGHAI	CHUSAN	Brit. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On or about 4th October.
FOOCHOW, SHANGHAI, MOJI, KOBE & YOKOHAMA	JAVA	Brit. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	To-morrow.
TAMAU, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 1st October.
AMOI, via SWATOW & AMOY	MAIDUGU MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 8th October.
FOOCHOW, via SWATOW & AMOY	AMING MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
AMOI, SAMARANG & SOERABAYA	NANCHANG	Jap. str.	2 m.	Hodgins	DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
CEBU & ILOILO	HAICHING	Brit. str.	2 m.	A. Fraser	SHEWAN, TOMES & CO.	To-day, at Noon.
MANILA	KAIFONG	Brit. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	ZAPIBO	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 2nd October, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Tata	KISHU BUSSEN KAISHA	On or about 6th October.
MANILA	ROSETTA MARU	Jap. str.	2 m.	S. H. Balson	DAVID SASSOON & CO., LD.	On 30th inst. at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	2 m.	T. Mural	NIPPON YUSEN KAISHA	On 10th October, at Noon.
SINGAPORE, PENANG, COLOMBO & BOMBAY	HIBOSHIMA MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
Sept. 25, TAICHOW, German str., 850, J. Schmitz, Bangkok 18th September, Rice.
— BUTTERFIELD & SWIRE.
Sept. 26, ALGERINE, British cruiser, 1,050, R. Nugent, Singapore 17th September.
Sept. 26, BALLARAT, British str., 2,860, F. R. Summers, Bombay 10th Sept., Mails and General.—P. & O. S. N. Co.
Sept. 26, HONGAI, British str., 2,751, A. L. Valentini, Shanghai 23rd Sept., Mails and General.—P. & O. S. N. Co.
Sept. 26, CHIKTANAM, British str., 2,415, H. Brophy, Rangoon 15th Sept., Rice.—ORDRE.
Sept. 26, CHUNSHAN, British str., 1,274, Morehouse, Saigon 2nd Sept., Rice.—BRADLEY & CO.
Sept. 26, HAICHING, British str., 1,267, H. E. Hodgins, Foochow 23rd Sept., Amoy 24th and Swatow 25th, General.—DOUGLAS LAFRAIK & CO.
Sept. 26, KWANGLOE, Chinese str., 1,486, Linchow, Shanghai 23rd Sept., General, CHINESE.
Sept. 26, WOOSUNG, British str., 1,109, M. Down, Shanghai 22nd Sept. and Swatow 25th, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
26th September.
Benvenue, British str., for Rangoon.
Chettanham, British str., for Yokohama.
Fauang, British str., for Chefoo.
Hanya, British str., for Shanghai.
Hysang, British str., for Swatow.
Koyoon, German str., for Chinkiang.
Kwanglo, Chinese str., for Canton.
Tyr, Norwegian str., for Hongy.
Yawata Maru, Japanese str., for Japan.

DEPARTURES.

26th September.
AMERICA MARU, Jap. str., for San Francisco.
DEN OF OIL, British str., for Yokohama.
DOTT, Norwegian str., for Bangkok.
HANYANG, British str., for Shanghai.
HIPPANG, British str., for Shanghai.
HITACHI MARU, Japanese str., for Kobe.
Koyoon, German str., for Chinkiang.
KWANGLO, Chinese str., for Canton.
Tyr, Norwegian str., for Hongy.
YAWATA MARU, Japanese str., for Japan.

VESSELS IN DOCK.

25th September.
ANGELIN Docks.—
Woon Docks.—Solent, H.M.S. Wilver, Pleguesco, Luxor, U.S.S. Ivis.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The Chinese steamer Kungshing, from Shanghai 1st Sept., had fresh N.E. wind to fresh gale and high sea throughout.
The British steamer Chettanham, from Saigon 20th Sept., had high to moderate N.W. breeze and sea as far as the Paracels; then hard N.E. gale and heavy head sea to port.
The British steamer Woonung, from Shanghai 22nd Sept. and Swatow 25th, had strong N.E. gale and high sea to Swatow; from thence to Port fresh N.E. wind and sea.
The British steamer Haiching, from Coast Ports 26th Sept., had strong N.E. monsoon and rough sea, sky cloudy and clear weather to Amoy and Swatow. From Swatow to Port moderate monsoon and sea, fine, clear weather. Vessels in Amoy—Hailan, Dagmar, Telamachus and Keang.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
ADOLPH OBIG, Amr. barque, S. Amestbury, Standard Oil Co.
ALLAS, American ship, McKay—Standard Oil Co.
ASTOR, American ship, Dunham—Standard Oil Co.
KELAT, British ship, J. Hughes—Order.
MANUEL LAGUANO, American ship, Nicholls—Standard Oil Co.

VESSELS ON THE WERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"ZAFIRO."
Captain A. Fraser, will be despatched for the above port TO-MORROW, the 27th inst., at 4 P.M. Highest-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation amidsips. Electric Light and all other modern improvements. A Surgeon is carried.
For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 26th September, 1902. [2533]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAICHING."
Captain Hodgins, will be despatched for the above ports TO-MORROW, the 28th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 26th September, 1902. [2570]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."
Captain S. H. Balson, will be despatched for the above ports on TUESDAY, the 30th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 25th September, 1902. [2551]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"YUENSANG."
Captain P. H. Rolfe, will be despatched for the above port on TUESDAY, the 30th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th September, 1902. [2546]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"RUBI."
Captain R. W. Almond, will be despatched for the above port on THURSDAY, the 2nd October, at 4 P.M.

Highest-class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation amidsips. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 24th September, 1902. [2542]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902

"HILLGLEN" ... About 2nd Oct.
"RICHMOND CASTLE" ... 12th Oct.
"LOTHIAN" ... 20th Oct.
"LOWTHER CASTLE" ... 30th Oct.
"BORDEER KNIGHT" ... 15th Nov.
"ORION" ... To follow.
"CRODON" ... To follow.

For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 24th September, 1902. [711]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN HONGKONG.
"INDRAVELLI" 4,890 W. C. Craven October 24, 1902
"INDEAPURA" 4,890 H. Mowatt November 14, 1902
"INDRASAMITA" 5,107 R. P. Craven December 14, 1902
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th September, 1902. [41]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c. ... Bengal ... Noon, 27th ... See Special Advertisement
SHANGHAI ... Ballararat ... 2 P.M. 27th ... Freight or Passage.
FOOCHOW, SHANGHAI, MOJI, KOBE and YOKOHAMA ... Java ... About 4th ... Freight or Passage.
SHANGHAI ... Chusan ... About 11th ... Freight or Passage.
LONDON ... G. L. Daniel ... Noon, 17th ... Freight only.

For further Particulars, apply to F. A. HEWETT, Superintendent.

Hongkong, 20th September, 1902.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAILING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN" ... Wednesday, 8th Oct.
R.M.S. "EMPEROR OF CHINA" ... Wednesday, 22nd Oct.
R.M.S. "EMPEROR OF INDIA" ... Wednesday, 29th Oct.
R.M.S. "TANTAR" ... Wednesday, 3rd Dec.
R.M.S. "EMPEROR OF JAPAN" ... Wednesday, 17th Dec.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (24th to 26th days), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Miscellaneous, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "PARTIAL" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First-Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TANTAR" takes First-Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. B. BROWN, General Agent, Pender's Street.

Hongkong, 24th September, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

STEAMER. CAPTAIN. TONS. SAILING DATE.

PLEIADES ... W. H. Smith ... 3,753 ... October 10th

VICTORIA ... J. Pantou ... 3,502 ... October 18th

OLYMPIA ... J. Truebridge ... 2,537 ... October 24th

SHAWMUT ... 9,606 ... October 28th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 24th September, 1902.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AWA MARU ... MARSEILLES, LONDON and SAID ... SATURDAY, 4th Oct. at Daylight.

N. TRENT ... ANTIWERP, via SINGAPORE and PENANG, COLOMBO and PORT SAID ... SATURDAY, 4th Oct. at Noon.

KUMANO MARU ... SYDNEY and MELBOURNE via THURSDAY ISLAND TOWNS, VILLE and BRISBANE ... SATURDAY, 4th Oct. at Noon.

SHINANO MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA ... MONDAY, 6th Oct. at 4 P.M.

MIKE MARU ... MOJI, KOBE and YOKOHAMA ... TUESDAY, 7th Oct. at Noon.

WAKASA MARU ... KOBE and YOKOHAMA ... FRIDAY, 10th Oct. at Daylight.

HIROSHIMA MARU ... SINGAPORE, PENANG, COLOMBO and BOMBAY ... FRIDAY, 10th Oct. at Noon.

T. Mural ... Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Charter Road.

A. S. MIHARA, Manager.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TEHRIST, GENOA, PORTS in the LEVANT, BLACK SEA and ALLIED PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

PREIBURG ... HAVRE, BREMEN and HAMBURG ... On 8th Oct. Freight.

SILVIA ... HAVRE and HAMBURG ... On 22nd Oct. Freight.

SAXONIA ... HAVRE and HAMBURG ... On 6th Nov. Freight.

SERBIA ... HAVRE and HAMBURG ... On 19th Nov. Freight.

MARBURG ... HAVRE and HAMBURG ... On 1st Dec. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDING, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SOERABAYA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, SAN FRANCISCO AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to Land Passengers and Cargo.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 14th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

HOMEWARDS.		
FROM	STEAMERS	TO
LONDON	"DIOMED"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL DIRECT	"MACHAON"	On 20th October.

(Taking Cargo at London Rates)
The S.S. "DIOMED" left Shanghai yesterday morning, the 26th inst., and is expected here on the 28th inst. to load for London.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"HYSON"	On 1st October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 30th October.

TRANS-PACIFIC SERVICE.
FOR
VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS via
NAGASAKI, KOBE & YOKOHAMA.
The S.S. "HYSON" left Singapore on 25th inst., and is due here on the 1st prox.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR		
CEBU and ILOILO	STEAMERS	TO
AMOI, SAMARANG, and SOERABAYA	"KAIFONG"	On 27th Sept at Noon
PORT DARWIN, THURSDAY	"NANCHANG"	On 29th September.
ISLAND COOKTOWN, CAIRNS,	"CHINGTU"	On 29th September.
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		
SHANGHAI	"KANSU"	On 30th September.
TIEN-SIN	"TAIPEI"	On 30th September.
KOBE	"TAIYUAN"	On 4th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
See special advertisement.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th September, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
STEAMERS	TO	DATE
TAMUL, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 29th
AND AMOI	"T. OZATA"	September.
SHANGHAI AND	"KEELUNG MARU"	MONDAY, 29th
CHIN KANG	"K. SOBAJIMA"	September.
TAMUL, VIA SWATOW	"DAIGI MARU"	SUNDAY, 5th
AND AMOI	"T. KITANO"	October.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 1st
AND AMOI	"T. SAITO"	October.
POOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 8th
AND AMOI	"I. GOTO"	October.

The Co.'s new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Piers at the Customs' water-front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 26th September, 1902.

T. ABIMA, Manager.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
Captain A. L. Valentini carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 27th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 15th September, 1902.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a fully qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th September, 1902.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"AFTON."
Captain MacGregor, will be despatched for the above port on TUESDAY, the 3rd inst.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th September, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.
REGULAR SERVICE
FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.
TO NEW YORK VIA SUEZ CANAL.
(with Liberty to call at PHILIPPINE PORTS).
The following Steamers will be despatched as above, carrying Cargo at current rates:
S.S. "INDRANI" 30th Sept. 1902.
S.S. "INDRAWATI" 1st Oct. 1902.
For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents, "Indra" Line, Ltd.
Hongkong, 6th September, 1902.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th October, 1902, at 1 p.m., the Company's Steamship "OCEANIAN," Captain Kames, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with the s.s. "Armand Behic," which vessel takes on her Passengers and Mails, leaving that port on the 18th October, direct to Sues, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 9 p.m., on the 5th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd September, 1902.

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NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.
THE Company's Steamship

"HITACHI MARU"
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-morrow, 25th inst.
Goods not cleared by the 1st October will be subject to rent.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 4th October, or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA.
Hongkong, 24th September, 1902.

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ON SALE.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADY SMITH RELIEF COLUMN."

Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. "Terrible").
The book is printed on art paper, and illustrated with coloured maps and sketches.
Prices: 1s. 6d. and 1s. 5d.

APOLLO STEEL
PILLS
A Remedy for all
Apothecaries, Druggists, and Chemists.
Sole Agents:
L. S. WATSON & CO., LTD., HONGKONG.
MARTIN, CHEUNG, SOUTH, & CO., LTD.,
1557.

RUINANT PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the finest Quality
Extra Dry (Green) Sparkling
LAUREN WEGENER & CO.,
Sole Agents.
Hongkong, 17th May 1902.

S.S. "SALAZAR."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London, &c., as *Memphis*, from Bordeaux, &c., as *Ville de Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless information is received from the Consignees before 10 a.m. the 2nd instant, at 9 a.m., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 29th September, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 29th September, or they will not be recognized.
All damaged packages will be examined on Monday, the 29th September, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd September, 1902.

Hongkong, 22nd September, 1902.

Hongkong, 22nd September, 1902.

Hongkong, 22nd September, 1902.

Hongkong, 22nd September, 1902.

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CHEONG LEE & CO.

Established over 20 Years

IMPORTERS and EXPORTERS, and
Dealers in Furniture, Blackwood

Jewellery, Turf, Cutlery, Etc., etc. Flats, at
Glassware, Dining-rooms and other Furnish-
ing on Hire, &c. For the HIGHEST GRADE
BEST and CHEAPEST.
8, QUEEN'S ROAD CENTRAL.
LIMBOO, 24th November, 1901.
Hengking, 24th November, 1901.

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.
Also Lessons in English by a English Lady.
B. B.
Care of Office of this Paper.
Hengking, 23rd February, 1901. [239]

KING, HORN & CO.,

COAL MERCHANTS & STEVEDORES
Sole Agents for
KATSUNO COAL MINES
Will undertake the loading and discharging
of Coal to and from steamers in Hongkong
Boats and Coolies are always ready.
Nos. 15 & 17, LAM YUKE STREET WEST.
Hongkong, 28th August, 1902. [250]

THE HONGKONG STUDIO.

**PHOTOGRAPHER, CRAYON POR-
TRAIT PAINTER, Etc.**

PHOGRAPHY in all its Branches
Groups and Interiors a Specialty
Large Selection of Views.

**TOP STORIES, 41, 5, 43, QUEEN
ROAD CENTRAL, Hongkong**
Hongkong 22nd April 1903. [116]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.

I have now 40,000 Cubic feet of Coal Storage available at EAST POINT. Stores will be Open at 10 A.M. and 5 P.M. daily. Sunds excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 18th November, 1901.

PURE FRESH WATER

THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Call Flag W. J. W. KEW, Manager, 24, DES VEAUX ROAD. Hongkong, 13th June, 1902. U. E. WARREN & CO., BUILDING CONTRACTORS, 30, DES VEAUX ROAD, CENTRAL. ALL kinds of SANITARY APPLIANCES and DRAINAGE ACCE

COPIES Supplied and Fixed.

**WHY COUGH?
WHY COUGH?
WHY COUGH?**

There is absolutely no remedy so speedy & effective. One Lozengio alone gives relief. Simple, but sure in action, they can be taken by the most delicate.

KEATING'S LOZENGES

KEATING'S LOZENGES
KEATING'S LOZENGES

KEATING'S LOZENGES
KEATING'S LOZENGES
If you cannot sleep for coughing,
Keating's Lozenges will set you right.
They at once soothe the cough, remove
the cause. An enormous sale all over
the world during the past 80 years pro-
ves their great value.
GIVE INSTANT RELIEF.
GIVE INSTANT RELIEF.
GIVE INSTANT RELIEF.

GIVE INSTANT RELIEF.
KEATING'S COUGH LOZENGES, the universal

remedy for COUGHS, HOARSENESS,
THROAT TROUBLES, are sold everywhere
bottles by all chemists.

WATER JOHNSTON'S
SQUARE

BOTTLE WHISKY

W

NAPIER'S  **THE WHISKY**
SHIPPERS

Cutler, Palmer & Co., London

AGENTS
LANE, CRAWFORD & CO.
HONG KONG.

OTTS, WHISKIES.
OF
DISTILLERS SINCE 1679.

WHISKIES at
World for Club or Private use at

because "it comes through the SODA
pure, mellow, natural, non-acidic, delicious, favored
Agents for Hongkong
F. BLACKHEAD & Co.
Wholesale and Retail, of all the Concerns, at 14, Des Voeux
Road, London Office, 151, Fleet Street, N.C."